

Acquisition of right-of-way
(HB 1967, by Emmett)

DIGEST: The bill would have permitted the State Highway and Public Transportation Commission to designate any county road as a farm-to-market road for the purpose of acquiring right-of-way. Under current law, the commission may only make such designations for purposes of construction, reconstruction, and maintenance.

GOVERNOR'S
REASONS
FOR VETO:

The bill would have channeled state funds into right-of-way acquisition at the expense of construction and maintenance. When state revenue is limited, it is unwise to expand the purposes for which state dollars may be used.

SPONSOR'S
VIEW:

Rep. Emmett said he didn't understand the Governor's reasons for the veto. HB 1967 was a permissive bill, and wouldn't have required the state to act. However, it would have given the state some flexibility.

Emmett said both HB 1967 and SB 369 (also vetoed) had been supported by George Mitchell, the developer responsible for the Woodlands community outside Houston. Noting that the only line-item appropriation vetoed was a planning study for a Woodlands branch campus of the University of Houston, Rep. Emmett said, "There may be more here than meets the eye." The sponsor concluded, "Those two bills weren't even controversial enough to where I'm mad."

Definition of a motor vehicle
(HB 1980, by Hackney)

DIGEST: The bill would have expanded the definition of a motor vehicle under the Texas Motor Vehicle Code to include "every two or more wheeled fully self propelled titled vehicle which has as its primary purpose the transport of a person or persons, or property, and is not manufactured for use on public streets, roads or highways"--i.e., so-called all-terrain vehicles." Under the current definition, motor vehicle means "every fully self-propelled vehicle which has as its primary purpose the transport of a person or persons, or property, on a public highway, and having two or more wheels."